

VI. ABSTRACT OF THE DISCLOSURE

The present invention is a device, which illuminates light inside of a tractor trailer truck van and other loading vehicles at a loading dock during loading and unloading procedures. As professionals working with such vehicles understand, natural lighting is simply not enough to prevent serious loading and unloading accidents, primarily at the deep end of the truck trailer van body. The loading dock spot light of the present invention with its short body design helps prevent fork trucks from hitting and destroying it. The overall short body of the light structure is designed to stay out of the primary main path of the fork truck traffic, allowing the light emitted from the light bulb to just peek beyond the loading dock door seal edge. The present invention is a simple mechanical device, which reduces loading dock operator confusion during loading and unloading operation, maintenance, and repair.

The present invention is designed for horizontal axis movement. This rotation allows for the light body structure to move forward out of the way in the event the light body structure is hit by a fork truck from the rear as the fork truck is entering into the truck trailer van. Furthermore, this rotation allows for the light body structure to move backwards out of the way in the event the light body structure is hit by a fork truck from the front as the fork truck is departing out of the truck trailer van body. The vertical angle rotation setting of the internal light bulb of the present invention for optimum lighting is determined by the average length of inside tractor trailer vans that are being serviced. The internal mounting frame for the light bulb has a predetermined horizontal and vertical angle degree mounting bracket. The degree of the internal mounting frame setting angle is determined by the flood degree of light bulb along with the average distance length of the truck trailer van. The internal main frame light housing fixture of the light body structure that holds the light bulb is mounted on a universal frame with ability to rotate 180 degrees during production. Since light body structure of the present invention is universal it can be mounted as a left or a right side application of the dock door opening. Therefore, when the light body structures of the present invention are assembled, the internal frame can be rotated 180 degrees for the proper left or right side application to create a uniform horizontal light angle for both sides, either a right or a left loading dock door mounting application.

The light body structure is designed to house an inexpensive standard par 30 small diameter Halogen light bulb. The light body structure of the present invention is designed to use the light bulb illuminator, no large light housing head refractor is required. The light bulb face located in the present invention is behind

the front face of the light body structure front plane of impact. The light body structure of the present invention is designed of strong metal, metal alloy or strong plastic for the purpose of taking a hit from a fork truck before the light bulb front face is hit. Commonly used loading dock light heads or structures as seen today in the industry are not designed to be hit by a fork truck. The heads of the commonly used loading dock lights only act as illuminators.

The present invention is an environmentally cooled structure to be manually moved for proper light positioning during loading and unloading procedures within the truck trailer van. The light body structure of the present invention has breather holes to keep the light body structure cool to the touch. This light body structure has the proper internal breathing space design around the light bulb as to keep the light body structure cool. Similarly, dangers normally associated with hot bodied loading dock lights that are found in the industry are too hot to touch after several hours of operation, and the like, place the loading dock operator at risk of getting burned. Fans, parts and electricity are not required to keep the light body structure cool to the touch as found and associated with fan cooled loading dock lights. The light body structure of the present invention is designed to be short and stout to its mounting point. The light body structure of the present invention is designed not to have sagging arms or tubes as many other loading dock lights do have these occurrences after usage in time. The arms, tubes or extensions of other loading dock lights sag over time due to the cantilever effect of the loading dock light load and mounting designs, and in use tend to get hit by the fork trucks.